GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:1644
ANSWERED ON:27.07.2016
Anti-Collision Device
Khan Shri Md. Badariddoza;Sawant Shri Arvind Ganpat;Tanwar Shri Kanwar Singh

Will the Minister of RAILWAYS be pleased to state:

(a) the current status of implementation of Anti-Collision Device to control train accidents;

(b) whether this device has since been tested and implemented successfully and if so, the details thereof;

(c) if not, the action plan to improve this device to make it effective in controlling train accidents;

(d) whether the Railways proposes to consider other new techniques to detect this fault regarding breaking of railway tracks through ultrasonic technique in order to avoid derailment of trains; and

(e) if so, the details thereof?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(a) to (e) A Statement is laid on the Table of the House.

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STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 1644 BY SHRI KANWAR SINGH TANWAR, SHRI ARVIND SAWANT AND SHRI MD. BADARUDDOZA KHAN TO BE ANSWERED IN LOK SABHA ON 27.07.2016 REGARDING ANTI-COLLISION DEVICE.

(a) to (c) : Anti Collision Device (ACD) developed by Konkan Railway Corporation Limited (KRCL) was provided as a pilot project on 1736 Route Kilometres on Northeast Frontier Railway (NFR).
Complex operational and technical problems were experienced during these trials which could not be fully resolved by KRCL due to design limitation of ACD. As such, proliferation of ACD is not contemplated.
Indian Railways have planned for alternative Automatic Train Protection (ATP) Systems and in this regard following pilot projects have been taken up for evaluating their technical suitability on Indian Railways.
1. Train Collision Avoidance System (TCAS) − Pilot launched on South Central Railway in Lingamapalli-Vikarabad-Wadi & Vikarabad-Bidar (250 Route Kms) section of Secunderabad Division.
2. Train Protection Warning System (TPWS) − Pilot successfully implemented on:
(i) Chennai-Gummidipundi suburban section (50 RKms).
(ii) Nizamuddin-Agra main line section (200 RKms).
(iii) Kolkata Metro Dum Dum- Kavi Subhash section (25 RKms).

(d) & (e) : It has been decided to undertake trial of Ultrasonic Broken Rail Detection system (UBRD) on Northern Railway and North Central Railway over 25 Km of track each.
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